

# STABILIZATION OF AUTO PRICE HERE, IS CLAIM

Average Sales Cost of 49  
Standard Cars Down 22  
Per Cent.

Approximate stabilization of automobile prices is believed in the industry to have been definitely reached, says a writer in "Guaranty Survey." The average price of forty-nine of the principal standard touring car models is now 22 per cent below the average price on September 1, 1920, but the price of the greater quantity of cars sold represents a much greater reduction, some as much as 42 1/2 per cent.

This reduction has been brought about by a series of price cuts spread over more than a year, so that we now stand at what appears to be the end of the period of price revision rather than at the beginning. In view of known improvements and refinements in the product, no comparison of present prices with those of 1913 is possible or significant.

This conclusion in regard to stabilization is based not only upon the amount of the average price reduction that has taken place, but also upon the progressively smaller price cuts made recently by leading manufacturers. Furthermore, at least six manufacturers have raised their prices since the first of the year, and there is justification for the belief in an apparent stabilization of the costs of the chief materials entering into motor car manufacture.

Many people believe that the prices of raw materials entering into the manufacture of automobiles have reached bottom. In the case of some of these materials a renewal of the upward price trend has been manifested. The average price of metals and metal products is now nearer the 1913 level than that of any of the nine groups, except farm products, for which the Bureau of Labor Statistics compiles price data. It appears, therefore, improbable that automobile production costs can go materially lower for some time.

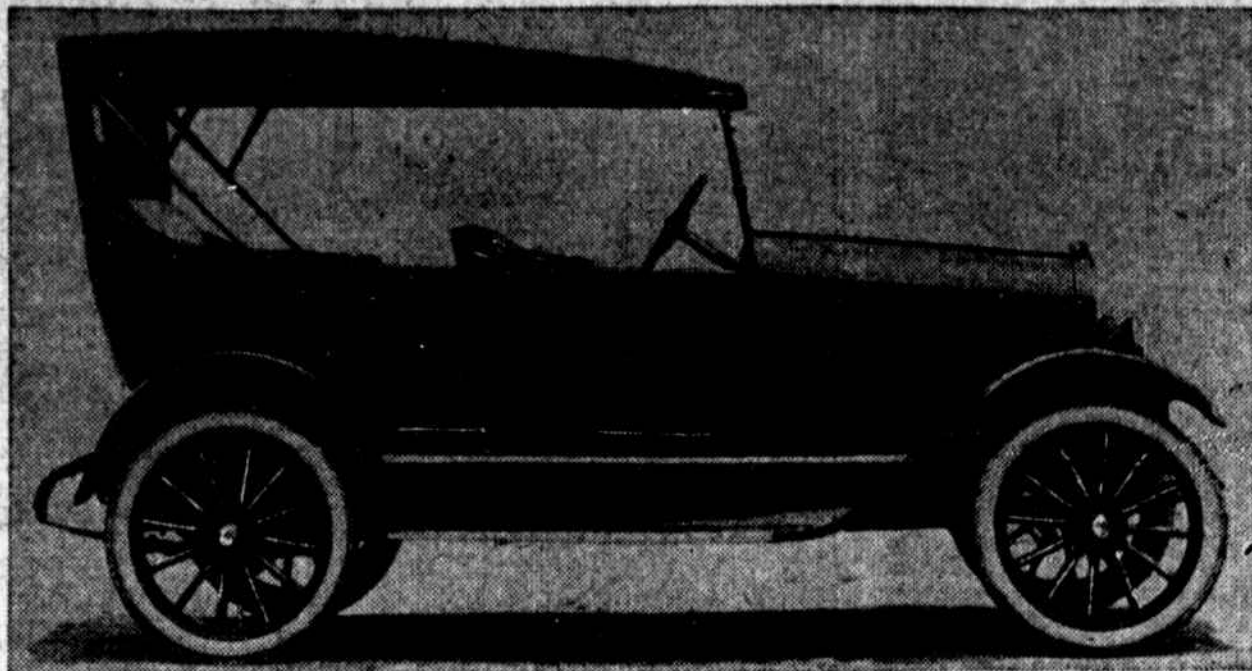
Inventories have been well liquidated in the automobile industry and the industry brought to a sound position, where no justification of further general price reduction appears to exist.

**Proper Care of Battery.**  
Never put acid into the battery. A storage battery can only be charged by a direct current. When charging, the positive wire of the charging current must be connected to the positive of the battery, and the negative to the negative. Charge slowly.

**Necessary Spring Adjustment.**  
When two or more leaves of a spring break, it is not advisable to install new leaves without resetting the spring. If the spring is used for some time its set is different from the new leaves installed, and the effect results in another broken spring.

More than 100,000 physicians in the United States depend upon automobiles to extend their service in their communities.

## THE SENSATIONALLY PRICED STARR CAR BUILT BY DURANT



This much-talked-of car was shown here this week and attracted thousands of motorists and prospective motorists to the showrooms of Harper Brothers at 1128 Connecticut avenue. Harper Brothers will handle the Starr and Durant cars in this territory.

## FIGURES SHOW 1 CAR FOR EVERY 10 PEOPLE HERE

In Iowa There is One for  
Every Five—New York  
Leads List.

"Interesting and illuminative comparisons are revealed by the statistics on motor car registrations for 1921, figures for which are now available, according to Mr. Walter C. Davis, secretary and sales manager of the Davis Motor Car Company.

"According to the final totals of motor cars registered there is now an automobile for every 10.8 persons in the United States. In Iowa there is one motor car for every 5.28 persons, in Alabama one to every 29.50 persons. In between these extremes come all other states, with the agricultural states leading by a comfortable margin. New York is still on top of the list of registrations with over 800,000 motor cars, Nevada is at the bottom with a little over 10,000. Florida showed the largest per cent increase in registrations last year with an increase of 22.40 per cent.

"The average gain for all the states was 17.6 per cent. Starting with New York, which has the largest number of motor cars of any state, and running down the list we find these states in the order named: New York, Ohio, Pennsylvania, California, Illinois, Michigan, Texas, Iowa and Indiana. In the ratio of persons per car, Iowa leads all others.

"Other States in order of the number of persons per car are: South Dakota (second), Nebraska, California, Kansas, Colorado, Oregon, Nevada, North Dakota.



An automobile school is conducted for prisoners at Sing Sing, New York.

Motor car theft losses in the United States every twenty-four hours are placed at more than \$300,000.

Capital, invested in ten large automobile manufacturing plants in Canada, amounts to \$43,000,000.

The automobile and the motorcycle have revolutionized the business of detecting crime in England.

In and around Marseilles, the popular water resort of France, there are 12,000 passenger automobiles.

Farmers in Algeria use motor trucks to supplement the rail service in the transportation of their products.

As an aid to unemployed laborers in England, 90,000 men are engaged in making new roads and maintaining old ones.

According to reports, attendance at automobile shows throughout the country is ahead of that of the same shows last year.

Advertising signs, particularly those classed as dangerous and view-obstructing on the highways, are to be removed in Ohio.

In some States in the Union, especially in the West, an operator of a motor vehicle caught going down a hill with his clutch released is arrested.

## ORIGIN OF TERM "STREAMLINE" IS MECHANICAL

World Auto Users Find Analogous With Style a Speed Necessity.

Motorists of today think of "streamline" solely as a word to describe the style of a car's body design, and are prone to forget entirely the real origin of the term, it is claimed.

The history of the streamline design is told by L. J. Jamison, general manager of the Oldsmobile Sales Company of Washington.

"It isn't news to the mechanic, of course," he says, "but the streamline idea of motor car body design had its origin in a purely mechanical principle, being first employed as a means to reduce wind resistance.

Just how much of a factor this is in the speed and propelling energy of the car this item is seldom realized by the average motorist. Suppose you had a 50-horsepower car capable of fifty miles per hour, for instance. It has been found that to increase that speed to sixty miles per hour another fifty horsepower would be necessary. Wind resistance is the reason.

"And this resistance is much more than that of the force encountered when the wind meets you directly in the face while you are standing on a street corner. A vacuum is created by the eddying of air currents around an obstacle.

"While the streamline body design for passenger automobiles was a natural development, therefore, it was soon realized that this method was also uniquely adaptable for improving the appearance of the car. In fact, the idea was carried so far that the term streamline is now almost analogous with style in motor car design, in spite of the fact that it has a much more important reason for emphasis."

### Extras.

Every car should carry an additional fan belt, one or two tires with tubes, spark plugs, electric fuses, a can of cylinder oil and some grease, an assortment of bolts, nuts and washers, and valve stems and plungers. Antiskid chains and a tow line should be included in the list.

## NEW HIGHWAYS BUILT IN 1921 GIRDLE WORLD

U. S. Chief MacDonald Says We Are Profiting by Government Aid.

NEW YORK, March 11.—"The total mileage of roads completed last year was somewhere near 24,000, or enough to girdle the earth at the equator," said Thomas H. MacDonald, Chief of the U. S. Bureau of Public Roads, speaking as guest of honor of the Highways Dinner of the National Automobile Chamber of Commerce.

George M. Graham, of the Highways Committee of the N. A. C. C., spoke on the increasing economic value of the motor car and motor truck.

Edward S. Jordan presided over the gathering, which included special writers, editors and others interested in highway subjects, with the N. A. C. C. Highways Committee, of which Roy D. Chapin is chairman, as hosts.

Mr. MacDonald said in part: "In the five years since the passage of the Federal aid road act in 1916 \$5,000 miles of road have been approved for construction by the Federal Bureau of Public Roads. Of this mileage 28,000 miles were under construction or completed on December 31 last year. Nearly 12,000 miles were completed within the last year. As Federal aid road work is now about one-half of all the road work done in the country, the total mileage of road completed last year was somewhere near 24,000 miles or enough to girdle the earth at the equator.

"Some of the statistics with regard to the quantities of material employed in the Federal aid road work give a fair notion of the magnitude to which the road industry has grown.

"The Federal bureau reports that the work placed under construction so far calls for fifty million tons of gravel and stone—enough to fill a million freight cars. The cement required amounts to 17,000,000 barrels, or enough to make a pile as high as the Washington Monument and nearly as broad and long.

"This great industry, which now employs during the construction season a million men, and is twice as large in point of men employed as the steel industry, and greater than the automobile industry, including all the garage and repair shops.

"In spite of these imposing figures Government officials say that the construction of roads is going ahead none too fast. We are just beginning to recover from the time and effort lost during the war, when road construction was classed as a non-essential industry and the roads of the country were almost lost for lack of maintenance.

Mr. MacDonald looks forward this year to a slightly smaller expenditure than last year, but expects to see almost, if not as much, road built, because of the appreciable dropping in costs.

### Testing for Broken Gears.

A simple test for wear in the transmission, or broken teeth of the gears is to drive the car slowly for a short distance in each speed including reverse. Badly worn gears or broken teeth will cause the gear shift lever to vibrate, and can be felt by the driver by placing his hand on the lever while the car is in motion.

### The Empty Radiator.

When refilling an empty radiator with water, open the petcock at the bottom of the radiator or the one located at the water pump. Pour water into the cooling system until it runs freely from the open petcock. Close the cock and proceed with the filling. This plan eliminates the possible chance of an air lock in the system.

## GASOLINE TAX IS HELD UNFAIR BY MOTORISTS

Proposed Levy of One Cent a Gallon Brings Strong Protest.

NEW YORK, March 11.—Probably no measure introduced at Albany this Winter has aroused greater opposition from motor car owners and truck interests than the proposed State tax of one cent a gallon on gasoline suggested by the State Tax Bureau.

Harry Metzger, secretary of the Motor Vehicle conference committee, representing the Automobile Chamber of Commerce, the National Automobile Dealers' Association, the American Automobile Association, the Rubber Association of America and the Motor and Accessory Manufacturers' Association, said the proposed tax would be "the proverbial last straw."

"There is a gasoline tax on the statute books of fifteen States now," Mr. Metzger said, "and the general characteristic of the tax is that its imposition is not accompanied by the diminution or removal of other taxes on motor vehicles. In other words it is a super-tax. This belies the theory that from the standpoint of equity the gasoline tax is the fairest tax, because the heavier the car and the larger the mileage, the more gasoline is consumed."

"Not only is that the case, but there is also the objection that the gasoline tax is discriminatory against the internal combustion engine in favor of the steam and electric driven vehicles. Another objection to the tax is that the expense of a number of States is that the cost of collection is out of all proportion to the return. Unless there are all kinds of safeguards and complicated administrative machinery there will be lots of evasions."

"The tax would also be detrimental to the interests of the gasoline dealers in this State, because it would result in large purchases of gasoline in neighboring States where there is no tax. The main argument against the gasoline tax, however, is that it is simply one more form of taxation of motor transportation."

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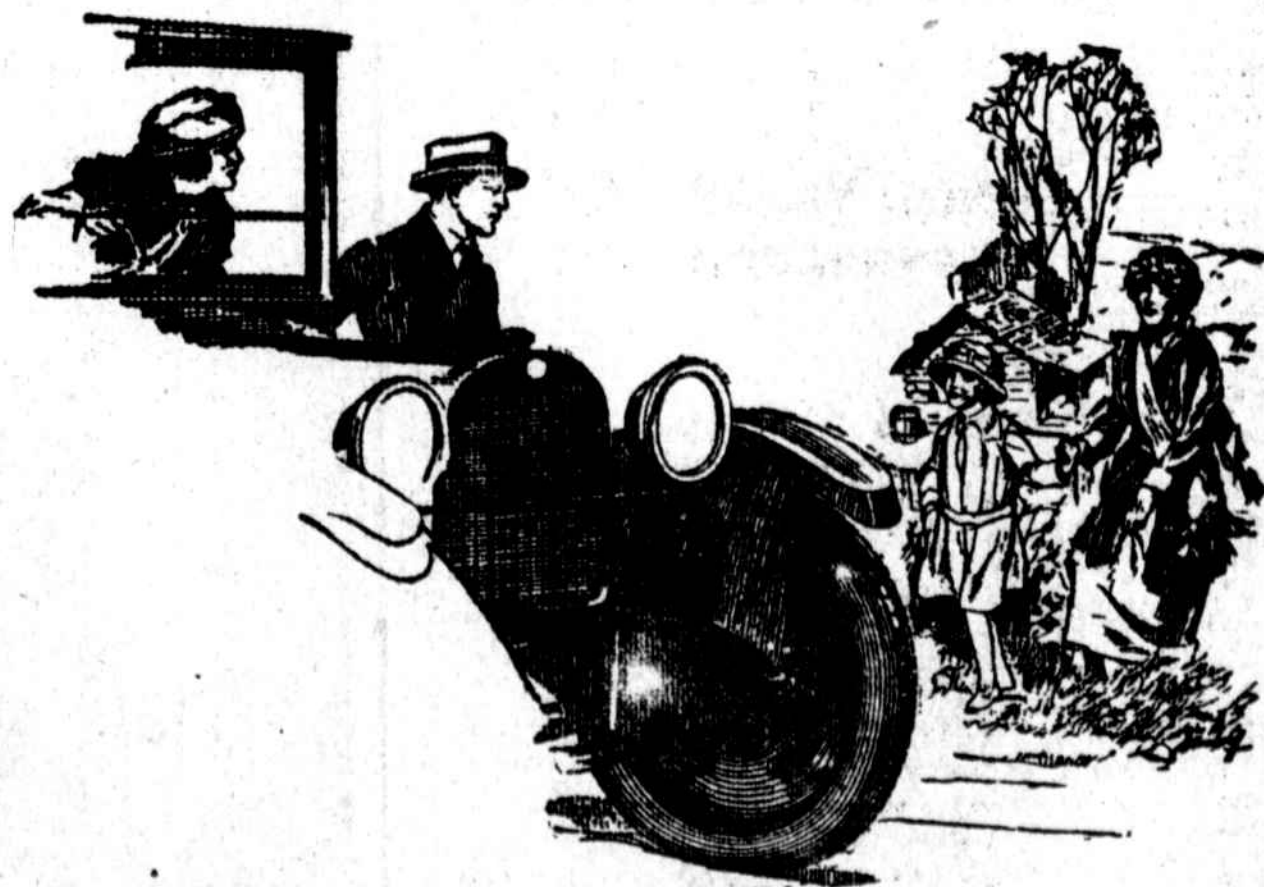
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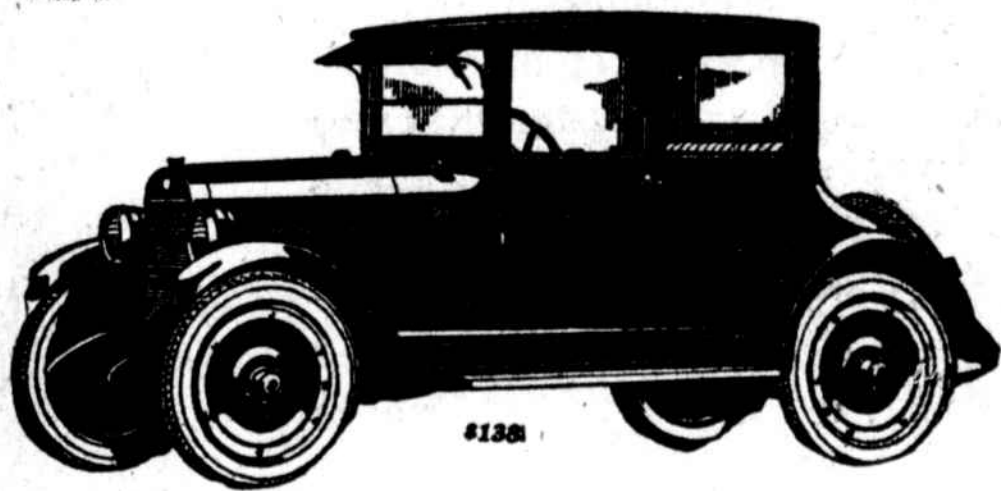
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